

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 6:52 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 1227 Const Calendar Day: 800 Date: 13-Aug-2014 Wednesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature 7 AM****12 PM****4PM****Precipitation****Condition** overcast am, partly cloudy pmWorking Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the office on CCO 314.

There is no work in the field today on CCO 314. Setup of TR's 18 & 19 is ongoing. These 2 test rigs are currently at a snug tight load of about 0.10 Fu, with thermal variations from this load. VGO is periodically remotely monitoring the instrumentation (through data in the eDAQ) to look for data drift. The test rigs are scheduled to be taken to the first load step next week after an adequate amount of time looking for instrumentation drift has passed. ABF is working in the field at the Pier 7 warehouse area and the different crews on the jobsite are working different shifts, which include an 8-hour shift 0600 through 1430, a 10-hour shift 0600 through 1630, or a 12-hour shift 0600 through 1830. The non-CCO 314 operations elsewhere at the Pier 7 warehouse area are not covered by this diary.

CT-METS Elijah Turner works on the AE instrumentation today. In the morning, he installs the AE sensors on the stickout ends of the two test rods with epoxy. In the afternoon, he removes the magnets that were holding the AE sensors firmly in place during the epoxy cure, attaches the wires to AE sensors, and does pencil lead breaks (PLB's) to verify that the system is working and as a check for location along the length of the rod (at least what can access on the stickout portion beyond the nut) between the two sensors. There is an issue with the connectivity between the datalogger in the CT-METS toolbox and the network connection in the BayView Trailer – the network cable may need to be replaced before the load steps start next week.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is on idle/standby at the test rig work area. A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Of the 20 pieces, 16 are installed in test rigs and 4 are spare/extra k-rail.

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used. The crane mat and 12x12's quantities are as follows:

- 1 each 4'x20' crane mat (1 x 80 LF)
- 1 each 5'x19' crane mat (1 x 95 LF)
- 2 each 5'x20' crane mats (2 x 100 LF)
- 2 each 5'x16' crane mat (2 x 80 LF)



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Job Name: 04-0120F4

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Wednesday

~64 LF additional 12x12's

Total 12x12's quantity = 599 LF ~ 600 LF

The agreed extra work with ABF is as follows:

12x12 timber - 600 LF

See the attached Extra Work Order - Signed with ABF for CCO 314 work

CCO 378, CABLE SECURITY GATE

After reports of the timber "float" hanging from the main cable at WPP96 blowing around in the wind, I examined the situation at approximately 17:00. The issue at WPP96 is in the shoulder (and the Number 5 Lane if the float moved enough) of the westbound traffic in the mainspan, which is east of the tower. This timber float provided access for the work at WPP96 where the new cable security gate was installed approximately 2 weeks ago. After that work was completed, the timber float had been left in place by ABF, because of future pending work at this location. The timber float is a wood platform (4' x 6') with rope connections at all 4 corners that allow it to hang from a structure. It was left tied tight to the main cable, pulled towards a vertical position, not its normal operating horizontal position. This panel point and the timber float that hangs below it are sufficiently high that they are above any cars, but the float does hang down in the shoulder to the top of a taller truck. I judged at approximately 17:00 that it was moving slightly in the wind, but it was on the order of inches, not feet. Other than moving slightly in the wind, the position was the same as it has been during the last two weeks – there was not a change in its position that would indicate a potential significant problem. ABF also examined the timber float at approximately 17:00 and also judged that the movement was slight and could be addressed later. ABF planned to address the issue with this timber float tomorrow when they have scheduled shoulder closures that will provide access to the locations of the timber floats. The other 3 timber floats at WPP12, EPP12, and EPP96 did not appear to be moving in the wind like the float at WPP96. At this time around 17:00, I have conversations with ABF Bob Kick and CT Paul Jefferson about the situation.

There were more reports of this timber float at WPP96 blowing in the wind later this afternoon/evening, with those reports stating that it was moving several feet and into the Lane 5 traffic. Vehicles were reportedly moving out of Lane 5 to avoid it. ABF was called about 19:00 to address it. A Caltrans tow truck closed the Number 5 Lane and a Caltrans Maintenance pickup truck/crew was also present. Ironworker General Foreman James "Fish" Sturgeon and Ironworker General Foreman Aaron Kent were both called out by ABF to address this timber float at WPP96. At about 19:30, Sturgeon tied the timber float tighter to the main cable, while Kent was still on the way to the jobsite. Sturgeon, the maintenance crew, and I judged the float to be properly secured and no longer moving in the wind. Sturgeon then went to the tower to check that everything was properly secured at this other location – ABF was told that there were reports of items blowing at the main tower, which might have been miscommunication regarding the location, because the maintenance crew and tow truck driver did not know of an issue at the T1 tower and only knew about the issue at westbound Lane 5 in the mainspan (WPP96) with the timber float. At this time around 19:00~19:30, I have conversations with ABF Bob Kick, ABF James Sturgeon, CT Paul Jefferson, and CT Deanna Vilcheck about the situation.

INSPECTOR OT REMARK:

Field and Office 2 hours: ABF is not working in the field on CCO 314. I am at work between 0600 and 1430, which matches ABF's shift at the Pier 7 area. I am then called out for an issue with the timber float used for CCO 378 cable gate ~1700 and then again around ~1930. My shift is 0600 to 1430, plus another hour ~1700 and another hour ~1930. Each time ~1700 and ~1930, I drive to the field to examine the situation, and then spend some time in the office reporting the details.